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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY USSR

SUBJECT	Data on the Merchant and River Fleets
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THIS IS UNEVALUATED INFORMATION

the figures on the expenditures for the maintenance of the fleet which are given further below may be of some help in showing the cost involved. However, it must be borne in mind that the merchant and river fleet enterprises and organizations are operating at present (1954) completely on their own, without any government subsidies.

2. The scale of expenditures for the maintenance of the fleet may be determined by the following data: Wage bill for shipboard personnel, including messroom personnel and extra pay - 26%; fuel, lubricating and cleaning materials - 23%; repair - 20%; ship-chandlery - 5%; amortisation - 8%; ship fees and other navigational expenditures - 12%; general, administrative-management expenditures, cadre training - 6%.
3. Profits are derived from freight for cargo shipments.

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CONCLUSIONS

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4. In the merchant and river fleet systems there is a constant struggle going on to eliminate losses, but they continue in evidence to a large extent. They are caused by in-operational layovers in ports and shipyards, spillage and theft of cargo, damage to vessels, excessive expenditure for materials, fuel, lubricating materials, lack of good management, etc. In 1949 the merchant fleet, due to unproductive layovers in ports, suffered a loss of 56 million tonnage days or about 150 million rubles in freight. In the same year, due to excessive layover in shipyards for repair, the merchant fleet lost 24 million tonnage days or about 70 million rubles in freight. Losses caused by fines and ship-damage, in 1949 amounted to over 140 million rubles for the merchant fleet. In 1950 the losses for the merchant fleet did not decrease; on the contrary, they increased. In 1951 the extent of losses is believed to be less. The extent of losses is compensated for by savings made by good operating processes by several organizations of the merchant fleet.

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